•	CENTRAL INTELLIGENCE AGENCY	
	INFORMATION REPORT / CD NO.	
COUNTRY		_
SUBJECT	Geographical Data on Dnepropetrovsk and Environs NO OF PAGES	3
	NO. OF ENCLS.	/
	SUPPLEMENT TO REPORT NO.	50>
THIS DOCUMEN OF THE UNITE AND 794, DF LATION OF IN	T CONTAINS INFORMATION AFFECTIVE THE NATIONAL DEFENCE CONTAINS INFORMATION AFFECTIVE THE SECTION TO THE CONTAINS OF THE CONTAI	ATION
l. Higi	hway from Dnepropetrovsk to Zaporozhe.	
l. Higi	The highway which runs south from Dnepropetrovsk to Zaporozhe is a two lane road. For many years prior to German occupation, during World War II, and up to January 1944, this facility had an asphalt surface as far south as Surskoye Pokrovskoye. From Surskoye Pokrovskoye south to Zaporozhe the highway has a "natural" or fieldstone surface. The Sura River /Mokraya Sura/ flows through Surskoye Pokrovskoye. At point #2 is a concrete embankment which was constructed by the German forces in late 1943. In the spring the waters of the Sura flood this area, often inundating the highway. Once the Germans completed the embankment, the highway was protected from the high waters of the Sura river.	
8.	The highway which runs south from Dnepropetrovsk to Zaporozhe is a two lane road. For many years prior to German occupation, during World War II, and up to January 1944, this facility had an asphalt surface as far south as Surskoye Pokrovskoye. From Surskoye Pokrovskoye south to Zaporozhe the highway has a "natural" or fieldstone surface. The Sura River /Mokraya Sura/ flows through Surskoye Pokrovskoye. At point #2 is a concrete embankment which was constructed by the German forces in late 1943. In the spring the waters of the Sura flood this area, often inundating the highway. Once the Germans completed the embankment, the	
8.	The highway which runs south from Dnepropetrovsk to Zaporozhe is a two lane road. For many years prior to German occupation, during World War II, and up to January 1944, this facility had an asphalt surface as far south as Surskoye Pokrovskoye. From Surskoye Pokrovskoye south to Zaporozhe the highway has a "natural" or fieldstone surface. The Sura River /Mokraya Sura/ flows through Surskoye Pokrovskoye. At point #2 is a concrete embankment which was constructed by the German forces in late 1943. In the spring the waters of the Sura flood this area, often inundating the highway. Once the Germans completed the embankment, the highway was protected from the high waters of the Sura river. The settlers of the region, particularly the people of Dnepropetrovsk, call the above highway Zaporozskoye Shosse.	
b.	The highway which runs south from Dnepropetrovsk to Zaporozhe is a two lane road. For many years prior to German occupation, during World War II, and up to January 1944, this facility had an asphalt surface as far south as Surskoye Pokrovskoye. From Surskoye Pokrovskoye south to Zaporozhe the highway has a "natural" or fieldstone surface. The Sura River /Mokraya Sura/ flows through Surskoye Pokrovskoye. At point #2 is a concrete embankment which was constructed by the German forces in late 1943. In the spring the waters of the Sura flood this area, often inundating the highway. Once the Germans completed the embankment, the highway was protected from the high waters of the Sura river. The settlers of the region, particularly the people of Dnepropetrovsk, call the above highway Zaporozskoye Shosse.	

50X1

of octagon shaped concrete blocks. Each octagon block was one meter thick. Prior to German occupation during World War II the Soriets used the field for military transports.

- b. Up to the winter of 1944 there was a dirt airfield located at point #4.

 four-motor Tupolev planes and heavy six motor German troop
 transports land at this field. On both approach and take off Soviet and
 German pilots exercised extreme caution. Power lines which lead from
 Uzlovaya to Zaporozhe are very close to the airfield, thus creating a
 hazard unless a pilot is thoroughly briefed.
- 3. Villages adjacent to Dnepropetrovsk

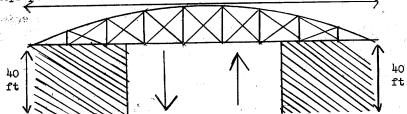
50X1

50X1

- a. Chapli
 A factor of significance relative to this sector is the condition of the terrain west of the town.

 on several occasions in 1944
 German tanks mired deeply in the very damp and sandy soil to the west of the town. The condition of this terrain soft and damp was known generally by residents of the surrounding areas.
- b. Odinkovka

 Actually the west half of the area point #5 on the chart is called Ogren. In reality there are two places in the area with the name Ogren -- one of these is the old town. The western area referred to above is called Novi new Ogren by the local population. The only installation of any significance in Novi Ogren is the railway station. The area surrounding Novi Ogren can properly be called a resort area for Communist officials of Dnepropetrovsk have large dachas summer cottages scattered throughout the region; citrus fruits and cherries are abundant and the climate is ideal for vacationers.
- 4. Bridges in Dnepropetrovsk
 - a. Point #6 is an elevated iron bridge which spans the railway. The bridge is commonly called Horbati Most Hunchback Bridge. It stands about ten meters above the railway and is about 50 meters long. There is sufficient width for two trucks to pass one another on any segment of the bridge. Up to the winter of 1944 this installation was considered vitally important because it was the only means of exit for heavy vehicles travelling west from Dnepropetrovsk.



- b. West of Horbati Most at point #7 is a railway bridge or trestle which spans the highway. The highway underheath this trestle is very narrow -- only one lane of traffic. During the winter of 1944 the Germans placed a traffic signal at each end of the bridge, thus controlling the flow of traffic and preventing head-on crashes.
- 5. Prospect Karl Marx
 - a. Prospect Karl Marx is the main street of the city of Dnepropetrovsk. It is approximately 80 yards wide and three and one half miles long. This thoroughfare, up to the winter of 1944, was totally surfaced with asphalt and concrete.

CONFIDENTIAL

Declassifie	d in Part - Sanitized Copy Approv	ved for Release @ 50-Yr20	13/05/16 : CIA-RDP82-00047R0004	400750001-3
	4 	CONFIDENTIAL		
		- 3 -		
	b. Scheme of Prospect K	erl Marx		
		SIDEWALK		
		ASPHALT		
	0		o otrees	
)			STREETCAR TRACKS TWO-WAY	
	A STATE OF THE STA	0 0 0 0 0	TREES	
	+ 10 x e) (ASPHALT		
	-	SIDEWALK		
	•			
		<u> </u>		
	en e	- end -		
	Enclosure (A): Freehand and envir	sketch drawn ons,	showing installations in Do	epropetrovsk
				50X1
50X1				₩.
				٠
			•	

CONFIDENTIAL

FREEHAND SKETCH DRAWN
DNEPROPETROVSK AND ENVIRONS

SHOWING INSTALLATIONS IN

50X1

